MUNDREDS OF HUMAN LIVES PUT IN DEADLY PERIL

This Occurred Last Evening-It Also has Occurred for Many Evenings, and it is Owing Solely to Incomposent Manage-ment-The Bridge Trustees Must Go! The Senate committee at Albany having

charge of the pending bridge bills will probably re-ume consideration of the subject to day, and until the matter is finally disposed of there is pret y sure to be a lively agitation by the parties in interest at the Capitol. The radical reform which THE SUN has been demanding is at last to come before the Legislature in definite shape, and it will be made a direct isaue. Mayor Chapin yesterday sent the follow-ing despatch to Corporation Counsel Jenks, who was at Albany:

Ask S natur Birkett to amend his Brilige bill, No. 492, so that it will contain the essential provisions of our bill of 1888, and to progress it typpus the Jacobs bill. Sec. tion I of the Jacobs bill in its present form should be so amended as to call for the unanimous approval by the proposed three experts of any plan submitted ALFRED C. CHAPIN.

The amendments which Mayor Chapin suggests will provide for the abolition of the present Board of Trustees and the substitution therefor of a Board of three experts. They will also direct that the bridge receipts be daily paid into the city treasuries, two-thirds to Brooklyn and one-third to New York, and that the Boards of Apportionment of the two cities make the necessary distursements for reconstructing the terminal facilities under the direction of the commission of three. The first of those three provisions, as THE SUN has repeatedly said, it is the urgent duty of the Legislature to adopt. The second or financial feature of the measure



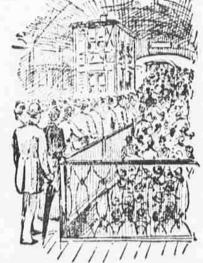
PARK BOW.

may be a good thing and it may not. On its face it appears to open the way for a possible deadlock, which might seriously delay the completion of an adequate system of transbe no financial impediment to prevent prompt action. The present trustees have all the resources of the bridge at their command, and they admit that they are ample for carrying cast any plan which may be adopted. The single imperative point which the Legislature should keep clearly in mind is how to solve quickly and efficiently the urgent problem of rapid transit over the bridge. It is a mistake to complicate this issue with any financial or terminal boundary dispute. Put the duty of working out this problem promptly into competent hands, and give them every necessary discretion and resource for accomplishing it. That is all the people want, and it is all THE Bun demands on their behalf.



A PREQUENT CAUSE OF BLOCKADES.

The daily situation during rush hours upon the bridge is something which words cannot adequatety describe, and which no one who has not been through the experience can fully realize. THE SUN has had made within a weer careful sketches of some of the scenes at the New York terminus, which can be witnessed any afternoon between 5:15 and 6:15 o'clock. The sketches as here produced contain no element of exaggeration, as any one of the thousands in the daily throng will quickly recognize. They are strictly accurate, and they tell the story more forcibly than types can do it.



TWO OF THE STREAMS CONVERGING UPON THE EIGHT-FOOT PLATFORM.

Here is shown the point at the head of the stairs in the station where a part of the people who have come across the little bridge over Park row, and from the elevated railro ad, join the throng which comes up the stairs from the street-level entrance to the bridge. The two streams join at a point where the passage is about lifteen feet wide. The passage gradually narrows until at the point where the rear end of the train stands, as shown in the cut, it is only eight feet wide. Up to that point the passage is protected on the left by an iron fence, but when the narrow portion is reached, as shown in the following picture, there is no restraining barrier along the entire



stopped. There is no excuse for packing it so full of people that the outer row are scraped in spite of themselves by the rapidly advancing cars. The platform should be made wider and arrangements should be adopted for admitting to it only a train load o passengers at a time, so that there need be no unseemly rushing when the train is ready to receive passengers.

WIDEN THESE DOORS! WIDEN THESE BOOKS!

Here is an awkward predicament which is seen every lew minutes, and it has been 4 feature of bridge travel for years. The enterprising and progressive managors have just realized that it is mossible to avoid such aggravating blockades by whiching the middle doors in the cars about 12 menes. There are half a dozen new cars which have doors while enough to admit passengers in doubst ille, and it is said that more such cars are confing in July. Meantime, it is said to be impossible to widen the doors in the old cats, because it would weaken the car frames. weaken the car frames.



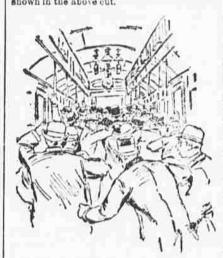
A GIANT GUARD ASSISTS IN LOADING.

A GIANT GUAND ASSISTS IN LOADING.

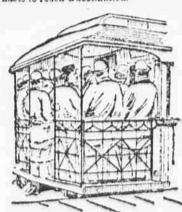
If anybody doubts that the carrying capacity of the bridge is fully tested let him look on this picture. Every inch of standing room inside and out is taken and then comes the difficult manupure of closing the gates. To accomplish this, the guard is usually obliged to crowd the last of those he has admitted very violently against the crowd beyond until he can swing the gate past them. Then they get a lew inches leeway to relieve the pressure slightly until it is necessary to reopen the gates on the other side of the river. The same extra squeezing is experienced there, and then the debarkation begins.



THE PASSAGEWAY OUTSIDE THE PLATFORM. The narrow platform which berders the danger pit is fed by another stream of people besides these who enter it at the end. A lessanceway from Park row on the second from and they join the others at a point about helf way down, or opposite the middle of the train as it stops to load. The location of this passage is shown in the above cut.



THE RUBIL POR SEATS AND STRAPS. When the three entrances to each car are When the three entrances to each car are thrown open, there is a rush such as this picture shows. The first forty to get it side secure seat. There are strains for a coult twenty more to hang to, but the majority, who get neither, support themselves by leaning on their neithbors. The scramble is always lively, and those who are applied on their feet get the prizes. When the seven minutes it pleat an end endurance is likely to be well high exhausted in the suffocating atmosphere, and the rush out is as much a struggio for fresh air as haste to reach a destination.



A REAR PLATFORM.

Those who are macked on a platform in this shape are really better off than their fellow travellers inside the car. They have no room to move hand or foot, but they have fresh air to breathe, and if they happen to get wedged in a favirable position they can enjoy the prospect and logget perhaps, the discomforts of the moment.

It is not feasible probably, to place a railing along this platform, for with openings for the seasoways and use deeps in the smaller of the structure, the facts above set such car it would be of little use. It is the

crowding of this platform which should be exist in due solely to the neglect and inef- NEWS OF THE RAILROADS. BOARD OF TRUSTEES NEW TORK AND BROOKLYN

JAHRS HOWELL, President. ITIDOR WORNER, ALFRED U. BARKER,
ARRAHAN SCHWAR, ALFRED U. BARKER,
ARRAHAN SCHWAR,
GRORGE HILLARBARN,
EDWARD C. STANTON,
GRORGE W. MCNOLTF,
EDWARD V. SEINNER,
AUGUS LA WYRN,
ANGEL LA WYRN,
HORN J. URANT (FR. OFFICE),
TAKO, W. MYRNE (FR. OFFICE),
TAKO, W. MYRNE (FR. OFFICE),
TAKO, W. MYRNE (FR. OFFICE),

SUPERINTENDENT,

The Bridge Trustees Must Go! MR. IVINS REPLIES TO GEN SICKLES,

A New Bill Will Be Needed to Provide Compensation for the Sheriff's Office, Sheriff Sickles wouldn't give to the r porters yesterday a copy of his letter accusing Mr. Ivins of not keeping faith with him in the matter of the promised amendments to the Bar Association bill providing for salaries in the Sheriff's office, Neither would Mr. Ivies nor Cephas Brainerd, Chairman of the Bar Association Committee on Amendments, show copies of the letter. Sheriff Sickles said that he had not received any reply from either Mr. Ivins or the Bar Association, and that he had instructed his lawyer, Mr. Payes, to go before the Senate Judiciary Committee and argue for the provisions left out by the framers of the bill. He said one of the measures that had been agreed to by Mr. Ivins and the committee was to change the provision in the bill which vests in the Comptroller the power to remove the Sheriff. But the provision still remained in the draft, he said. The chief trouble, however, was that Mr. Ivins and the committee sureed to incorporate in the bill a road lines of the United States at a disadvanprovision to secure compensation to him and

committee agreed to incorporate in the bill a provision to secure compensation to him and his deputies for the current year. The bill isn't operative until 1891, so that until then the Sher if and his deputies would starve. Light of them and eight cieras had together only made \$200, 22 so far this month. He said Mr. Ivins pleaded guilty to omitting aby provision for Mr. Schlea's present salary from the bill, but said that the bill had been approved by Mr. Sixkles's counsel. To a reporter he said:

The bill as sent to Albany was identical with the final drait as handed us by Mr. Greenbaum, the pariner of Mr. Hays, the Sheriff counsel, as eing the measure containing his and the Bar Committee's final suggestions. It was simply a chan copy. Gen. Sickles now makes some suggestion-for changes, and I have written Senator Fassed on the subject. I have as owritten teen. Sickles unity in answer to his letter to me, and saying that I see an objection to certain of these changes. This till refers only to the confield of the business of the office after the election of a new Sheriff. For constitutional reasons it has no reference to the remainder of the present term. Gen. Sickles believes that the income of the office is not sufficient to compensate both him and his deputies. The committee's accountant and I do not agree wholly with the concerning the Board of Istimate to make an appropriation to was his dept these. This, under the instruction of the Senate committee through its Chairman.

of the Senate committee through its Chairman, I could not do as the bill refers not at all to the office or its administration during the present term.

So far as the present term is concerned there is no change in the law. I did agree, however, with Mr Hays to assist in the preparation of a bill providing that the present Sheriff should keep official inbite books of account and that he should at the end of the year report to the Beard of Estimate and Apportionment a statement of the receipts and disbursements of the olice, and that if it should then appear to the Board that the net income to the Sheriff personally be not sufficient to properly compensate him for his services and responsibilities the Beard should have power and be directed to appropriate to the Sheriff and his services and responsibilities the Beard should have power and be directed to appropriate to the thermal of any unexpended balances of appropriations for other delartments for this or any past year. The General wants his denuties paid out of the city treasury at once, although the new law as to lees, Ac., can only apply to the next Sheriff and his successors and before it is shown that the Sheriff's office will not hereafter be self-supporting, as it has been herefore. This would not be consistent with the theory and purpose of the bill which has resulted from the Senate committee's investigation. It would be quite proper, however to pass a separate bill of the kind if have referred to and under which the Board of Estimate and Apportionment can act after and not before the fact.

"I never agreed to incorporate any provision for the payment of tien, Sickles's deputies in the present till, and never contemplated anything of the kind for a moment. The tieneral may miss this from the bill. It was never in the hands of the Bar A-seciation Committee and Mr. Greenbaum, The committee wi

Police Captain Brogan made a report to Superintendent Murray yesterday of the circumstances of the killing of Mamie Murphy in Chris Johnson's dive, at Sixth avecne and Night street, on Monday night. The Superintendent sent a copy of the report to the Excise Commissioners, by whom Johnson's notorious place was permitted to exist. Secretary Bishop

he Ex iso floa d - sig: We don't know Christopher Johnson at all. We don't know threstopher Johnson at all, we then seed the blace to August A. Vergle. The ficeuse will exist on Jan 7, 1891. So far as we know the re-ord of the place is good. There has never been any complaint against the place upon which we could investigate the place.

the police, who have failed thus far to find any trace of Jackson, think he must have drawned himself but last night it was reported that he was in Jersey City and about to sail for Policeman Selford of the Charles street starediceman Selford of the Charles Street Sin-tion, who was in Johnson's saleon when Ma-mic Murphy was killed, was called to appear before Inspector steers yesterday, and ex-plained his presence there in a manner satis-inctory to the Inspector.

A New Magazine Gun,

BALTIMORE, April 23. Gillet Gill and Robort C. Hall left for New York to-day to arrange with some manufacturers for making a gun recently invented by Charles Schneider of this city. The weapon is pronounced by experts to be a model of simplicity and effectiveness. It is a magazine gon that differs in many important rooms from any repeating gun now in use. The magazine attachment is fastered to the sing of the variet instead of at the testom, and the carridness are forced into the barred by means of a rigger set a little in advance of the fitting tringer, which is worked with the same tinger that does the fitting. The motion is so early and simple that in reflecting the barrel of the engity carridge and realling it with a fresh one the barrel is kept steady and secure in position. In the guns now in use this motion can only be done by moving the arm at least one feet. In section eyes, the construction is as simple as a brocchloader. Commander Folger, chief of ordinance in the Washington Navy Yard, commended the gun highly saying that the leading appliance was the best of the kind ever brought to his attention. tant points from any repeating gun new in

Fighting Forest Fires. CARBONDALE, Pa., April 23.- Forest fires are raging on the mountains north and east of this city. Yesterday afternoon the flames swept up the gorge along Shepherd's Creek and threatened the buildings and trees at Fair View, the mountain summer resort on the Eric hattroad. The fires made rapid headway. and the house and buildings at the Delaware and Hudson sawmill were in great danger. Large forces of new were sent up the road and by their offorts the mill property was eaved and the course of the fire was changed.

For a time the heavy timber on the Hollenback tracts was in danger, and was saved only by the exertions of the lumberment assisted by the company's forces. Fifty men were taken up hast evening to assist in the work of flighting fire at strillwater. The fire is raging to day, and another large force is hard at work to prevent the stread of the flames. The dead timber and underbrush is as dry as tinder, and the hames bowl along at race-horse speed. and the house and buildings at the Delaware

White Caps in the Indian Territory, Sr. Louis, April 23.-Advices from the Chickness WIndian Nation say that a large band of White Caps raided a wide section of the southern part of the reservation last night. fied to leave are preparing to move into Texas.

LATEST INFORMATION OF INTEREST FROM ALL QUARTERS. The Commerce of the United States Diverted to Canadian Lines-Discrimination Against American Vessels in the Cana-dian Canals and on the Great Lakes.

Senator Cullom has concluded his report upon the investigation made by the Committee on Inter-State Commerce into the relations of the railroads of the United States and Canada, and to what extent, If any, the commerce of the United States is diverted to Canadian lines, and also whether there is any discrimination in the charges made for tolls against the United States vessels passing through the Welland and St. Lawrence Cannis. The report is now

under consideration by the committee, the rec-

ommendations proposed by Chairman Culiom awaiting the approval of his associates, The report says that the Grand Trunk Ballway cooperates by lease or otherwise 977 miles of railroad located in the United States, in the States of Maine New Hampshire, Vermont. New York, Ohio, Michigan, Indiana, and Illinois. The Canadian Pacific Company's mileage in the United States is not given, but the report shows that it has harmonious operation relations with reads in Maine, Massachusetts, New Hampshire, and Vermont. What is known as the "Soo line." the report says, was promoted and aided by friends and stockholders of the Canadian Pacific, who hold a controlling interest in the corporations of which the Soo line is composed. Complaint was made that the operations of

tage as compared with those of Canada, and the committee was directed to ascerand the committee was directed to necestain whether commerce originating in the
United States is diverted from American to
Canadian lines, and to foculie fully into the
regulation of the commerce carried on by railroad or water routes between the United
States and the Dominion of sanada. In carrying out these directions, the committee
heard the testimony of many witnesses, inclouing railroad officials of both contributions, shippers, and representatives of commercial bodies
and other similar organizations beat and West,
it was urged by the railroad representatives
that while the provisions of the Inter-scale
law were made to apply to tradic carried by
the Canadian railways over which the Inited
States has purisdiction, the law outd not prevent the officials of Canadian rouds for amend
from offering rebates or other indeements to
shippers which the lines in the Inited ranes
were forbidden to offer. But the law was especially delicient, in the ordinon of these witnesses, in that the Canadian rouds are not
hambered by the restrict has of the long and
short haul clauser so that what loss, if any was
occasioned through toalite, which is commenttive, might be recomped on their local besiness. I can this point the testimons of many
witnesses is given. The rairoad men generally, however, admit that the canadian rouds
tried to live up to the law larry, and officials
of the Canadian coads asserted that they were
bound by the terres of the law as strictly as if
they were operating in the United States.

Shippers in jetter, Chicaro, and ... w England appeared before the committee and contended that it would not be read-on the testimons
of the Canadian coads asserted that the testrere vith these Northern lines out it can also beshown that they were working miles and incomtended that it would not be read-on the contines or oppressing the people of the I nited
States. In summing up the testimony on this
point the committee and comtended that the would not be which fire and
compelition of Ca tain whether commerce originating in the United States is diverted from American to

nection to China and Japan tot it is aided by express provisions of Cabadan statuts, by heling relieved from the Hability to enform to the principle enunciated in the fourth section of the inter-state Combores ac, commonly known as the long and short had clause.

The report shows that the Dominion of Canada owns a system of caract that has cost \$54,000,000, and the late of mail hadray, which cost \$47,000,000. He sides those, Canada has given to the Canadan hadre, which was begun as a Government line, \$215,000,000, wille its total cost was out \$16,700,000.

"The Canadan people," the committee says, and expectally the rollitoni party so ling in lower in Canadan, have not attended to disguise the fact that it was their deliterate and undamned purpose to secure a railroad access.

may miss this from the ball. It was never in the and I hever agreed to put it in. As to any other matters the ball as sent up, is slimbly a clean copy of the final document as it came from the banks of the Bar A-sociation. The committee and first control and there will be any changes that it may what and that may a screed upon by all hardes. The committee of the Bar A-sociation of which Mr. Brainerd is Chairman, it will need in the Lawyers (Inb at 4 ocisek. The guestion of the bill will come up, and sheriff Sickles's leiter will be road and acted upon.

THE MURDER IN JOUNSON'S SALGON.

The Excise Board will Investigate, Now that Evidence has Been Forced Upon It.

Police Captain Brogan made a report to

coast held at San Francisco in July, 1889, the report of which con erence declares that "with such special advantages the Canadian Pacific can afford rouge eracs which must drive the American isteamer lines out of the thira trade and inflies an almost irrenarable injury upon San Francisco."

The report of the Commercial Conference also pred as the desirution of the American steamer lines now running on the Pacific Ocean to Australia, New Jealand, the Harwaiian Islands, the Fiji and Samean Islands, and to Mexico and Confral American by subsidiated british steamer lines, forming part 4 a general scheme for capturing the connecte of the seas, unless the 1 july States (overnment shall adout victorial measures for preventing such a national disaster.

The committee asserts that an unjust discrimination is made by tanish against American vessels on the likes in the matter of entrance and clearance fees, vessels passing through the Wellands and bound to Marreal lave a return mode of a nortion of the other paid for annal measures but II bound to any American core, or to be St. fawronce diver, no return is much. This has committee chies, is in violation of the crewit long of the treaty of Washington. In condition of the treaty of the treaty of Martington. In condition of the treaty of the treaty of the whole tendency of the transportation.

says:
"The whole tendenty of the transportation.

The whole tendency of the transportation and commercial activities of the age is toward a parity of values. The constaint is terrife. Some one is all the while being squeezed out. In this state of alfarra ereat Britain and canada find their opportunity. So does overy nation which is inclined to hitch its linancial power to the wholes of its own commerce. Thus it is that to attacking the narrow margins of profit in the Unspertation business here and there our competitor at the North has been exploiting upon anothern commerce for many years. It is doing that very thing to-day in a more high-handed and exultant way than ever before. All that is necessary for the Governments of treat Britain or one and to be to turn our commerce from American decan stancers. American flexing vessels, and canadam callrowls to turn our commerce from American occan stancers. American flexing vessels American railrowls, and American seasons. This, as airsady shown, is being done in the inter-State Commerce act of the United States.

Mr. H. K. Enos, who has practically been the

Mr. H. K. Enos, who has practically been the chief executive of the Massauri. Ransas and Texas Railway Compacy for a year past serving in the capacity of the President, has been elected President of that company.

In connection with the Union Steamship In connection with the Inion Steamship Company, the Erie is running fast express freight trains from New York to Chicago, Miswackee, and the West in four and one-laft days. The fast metal steamboats of the Union Company have attained much prominence as express re-sels. This is another indication of the Eries procress and is a straw which save distinctly the manner in which the Erie, in its soveral departments, is lorging ahead.

distinctly the manner in which the Frie. In its soveral departments, is lorating shead.

For months past the Delaware, Lackawanna and Western Railroad has been reach gout to the Northwest, and there have been rounded for Marquette and the Groon Bay. Winom and St. Paul round. Testerday the Lackawanna shee had a more nearly on a level with big systems like those of the Pennsylvania, New York Central, and Eric roads in competing for fusioness total ween funding agreement with the Grand Trunk between the Northwest and the cabouard. For manner the Northwest and the cabouard, for the last-manned noint there was a line of car ferries to Manthower across Lake Michigan and St. Paul cover the Green Bay. Winoma and Bay and the competition of the laware and the seaso competition and more than the behavior and the season of the season o

the system will rank with the other big systems which light for the business between New York and the Missouri River.

The present intention is to make a fast freight line out of the new route, which is called the "Janitowee and Ludington Short Line." but imnoferant trains may shortly be run out of Boston and New York, and first and second clars passenger service will follow when the facilities are sufficiently improved.

The Lackawanna officials denied restreday that they were in possession of either the Flint and Pere Marquette or the Green Bay road, but they admitted that the Lackawanna was constantly getting hold of large blocks of stock in each company, and that it now practically controls both of them.

The Inter-State Commerce Commission, in

The Inter-State Commerce Commission, in The Inter-State Commerce Commission, in an opinion by Commissioner Bragg yesterday, decided the complaint of the Worcester Excursion Car Company against the Pennsylvania Italicad Company. The main question involved in this proceeding was where a railroad company has furnished to the public, by an arrangement with one car company, a sufficient supply of sleeping and excursion cars for all the business on its lines, whether it can be compalled against its objection, to had, in its passenger, trains excursion cars belonging to other private car companies. The Commission decided that it could not, and dismissed the petition.

A Chicago despatch says: "President Roswell Miller of the Milwaukee and St. Faul will decline be lection at the annual meeting of the company next month. The report is that Mr. Miller will exchange places with S. Spencer, now in charge of the railroad interests of the banking firm of Drexel, Morgan V.C. of New York. The reason given for this change is that Mr. Miller has greater financial experience than Mr. Spencer, while the latter has been engaged longer in the active management of railroads.

It is also reported that J. F. Goddard. Vice-President in charge of the traffic affairs of the Atchison. Topeka and Santa Fé. will shortly resign his position with the company and receive the appointment of Second Vice-President in charge of the traffic affairs of the Milwaukee and St. Paul.

A Chicago despatch says: On May 1 the Northern Steamship Company, the Eric and Lackawanna, and the Fastern Minnesota railroads will cut the tariff on first-class freights 11 cents per hondred pounds between New York and St. Paul. The existing tariff is 71 cents. The tariff of the Northern line will be 60 cents. Of course the lines entering Chicago will have to meet this cut.

will have to meet this cut.

A St. Louis despatch says John O'Day, the recently deposed Vice-Prasident of the St. Louis and San Francisco Italiway, has organized a syndicate for the purpose of securing possession of the Cleveland, St. Louis and Kansas City Kailway, and completing its construction between St. Louis and Kansas City Kailway, and completing its construction between St. Louis and Kansas City. A dozen of the leading criticalists of the State are interested with O'Day. On May 10 the road is to be sold from the court House steps of St. Charles to satisfy a judgment obtained against the omegany by contractors who have performed what work has been already done. The syndicate will bid it in and but O'lay in charge. The paresectoral obtained in the way of this proceedure, however, and it is to remove them that me genigment interested in the scheme are justing their beads together. The first obstacles is oct. rid of \$1,00,000 worth of isonds which were issued by the corporation as originally formed, The next is to freeze out the New York broker who is at present at the heim, and just John O'Day in charge. The cost of the road is estimated at from \$1,000,000 to the sound in estimated at from \$1,000,000 to the land from the vices mouth. The proposed roads is through the vices and leaf in a tleast seventy mines shorter than either the Urisco or the Missouri And Western connections.

STRIKING FOR HIGHER WAGES,

Italian Marble Mosale Workers and Cigar-makers Stop Work, The Executive Committee of the Italian

Marble Mosaic Workers' Union sent notices to their employers on Monday demanding that on and after May 1 the working hours for marble mosnic workers should be nine hours a day, and that an advance of 30 cents a day be granted, making the dully wages \$3.50. To the surprise of the six concerns who em-

ploymarble mosate workers. Waiking Delegate Fesca o called at the different shops yesterday and ordered the workingmen to quit. They obeyed him. Members of the Italian Marble Mo-me Workers' Company on East Twenty-second street said yesterday that they did not know what to make of the strike. They had not even began to think of what they would do rot even began to think of what they would do when the strike was ordered. They believed that the men would return in a day or two. Fix y of the men assembled in Clarendon Hall. They said they had began rumors that their enclosers had sent to that for more meade typics to take the places of those already here, the min affaiturer said testerday that the pay for this class of work was already too high.

The eigermakers in Steinecke & Kerr's in The eigenvalers in Steinecke & Kerr's in Striker-stumier eighty. The striker-stumier eighty. They ask that wages he restored to what they were has spring, which would mean an advance of \$1a thousand upon the present rates. There are strikes also in haufman Brothers & Co. 1.659 Tard avenue. J. Adler's, Inst Lighty-sixth street, and H. Guinzeburg of 20s East 10sth street. Heart employers signed contracts with the striking kinec-breaches makers yesterday morning, and add mes and women returned to work. This leaves about full still out of employment. orment In the I seex Market Police Court yesterday

In the Issex Market Police Court yesterday Y and hobinowich, one of the stricking knee-broeches name was charged with threatening to bed in ed Markin another operative, for continuing to work. Markin said that sixty of them visited his place of business, 111 Fast Br advant. These say, and attenued to competiting to be in them, 118 identification of his business and not satisfactory to the Court, and the latter was discharged.

A Policeman Nearly Killed. St. Paul. April 28.-At 5:3) o'clock this

morning Followman Leaves and a streets. They acted suspiciously, and he halt-of-them. He was home-listely attacked, and a desperate fight followed. Feterson was knock-of-thous, bloked, and stamped upon. At last Common between two they are the first sevential two bases of Indiana, Glargow Tanana. enois at his assatiants. Almost at the same moment he was struct, in the back of the head with a stone and impocked senseless.

Attracted by the pistol shots, other patrolmen instead to the seat. They found Peterson, covered with bood and insensible, lying in the guiter. He was liked up, taken home in the patrol wardnessed ked up, taken home in the patrol wardnessed the structure of shape. His take was sound leaven out of shape. His recovery is capable ed improbable.

Almost touching the limp form of Officer Peterson was the body of Neil Cashman. A histy examination showed that both of the police mean senses had taken effect. He had been hit twice just below the heart. His injuries are tatal.

Mr. Poot Weds Miss Crazy Bull, CHAMBERLAIN, S. D., April 23. Frank Foot and Miss Mary Crazy Bull, both fullblooded Indians, were married at Lower Brule Agency sesterday. An Indian named Tommy Tompkins had been engaged to Mary Crazy Buil. Johnny had bought a new suit of clothes, and Mary's friends and relatives had joined together and purchased her a wedding poined together and purchased her a wedding outfit. Numerous presents had been procured and a wedding feast was arranged for. At this jun ture trank Pool, one of the attractive young bucks of the tribe, appeared on the scene. The nugit before the wedding was to have occurred Frank personaled Mary that he was the preder man for her to marry and both being apparently of one mind they sloped.

On a following day. Tommy, the discarded lover met fract and an encounter took place, which resulted in the loss of considerable of Pool's based, frank took his punishment very melly, pocketed his pride, washed the blood from his face, proceeded to the agency, and the ceremony was performed.

Cleveland's

SUPERIOR BAKING POWDER.

ALL THE INGREDIENTS PUBLISHED ON THE LABEL Strength in a baking powder

means economy. The Official Reports of the

United States Government, 1889, Canadian Government, 1889, New Jersey Commission, 1889, Ohio Food Commission, 1887, prove that Cleveland's is

THE STRONGEST

of all the pure" cream of tartar baking powders.

*Ammonis or alum powders may occasionally test a tride higher, but they are dangerous to health, and, whatever their strength, they should be avoided. As baking powders containing ammonis are palmed off as pure cream of tariar powders, public safety requires that all the ingredients should be published on the label.

IS IT EYRAUD?

Coroner Wood's Jury Start Out in Coaches to Find Out, if Possible.

Coroner Wood resumed the inquest at the Kill Von Kull House. Port Richmond, S. L. last evening on the remains of the stranger who committed suicide on last Thursday night, and who, it is thought, may possibly by Michael Eyraud, the Paris murderer. Although the New York police authorities, who have been searching for Eyraud, were notified of his supposed identification with the dead stranger, no one representing them was present at the inquest last night. A number of witnesses were examined Charles Dryer, a farmer, discovered the body of the suicide on the road near his house, about a mile and a half from Willowbrook. He notified Coroner Wood. Rehad a good view of the man. He draw Coroner Wood's attention to his possible Hentification with Eyraud. Dryer had seen a picture of Lyraud in one of the New York pa-

identification with Eyraud. Drver had seen a picture of Eyraud in one of the New York papers. Afterward he cut the picture out, together with the description of the missing murderer. The picture was produced at the industries along the missing murderer. The picture was produced at the industries since they had last seen the remains, there was a strong resemblance between the suicide and the picture.

Saloon Keeper Thompson testified that the suicide was in his saloon on Thursday, and had a conversation with him about the cost of a liquor fivense on Staten Island. The stranger, when told that it was only \$30, remarked that he thought it very cheap, as in Jersey City, where he came from, a license cost \$2.0. He thou asked Thompson the way to the New York depot, but when told he started oil in an opposite direction.

Saloon Keeper Mulvaney, whose saloon the saldode visited last, testuied that the stranger came there very much excited and drank two glasses of whiskey. It ealso purchased a good eigar. He takked in a very excited manner, and, after remaining in the saloon about ten minutes, went away, saying good-by. Belore loaving the salo in he asked Mulvaney if he had not been there the day before. He spoke with what the wilness thought was a Scotch accent. This was the last seen of the stranger aiive. He was found filteen minutes later with a builet hole in his head. He held a revolve branded "The Marquis of Lorne" in his right hand and in his leit was gripped the channels overthe of the pistol. The inquest was then adjourned.

After the adjournment the jury, accompanied by the Coroner, entered con-hees and proceeded to the County House, were the head pice.

After the adjournment the jury, accompanied by the Coroner, entered coaches and proceeded to the County House, where the bedy lies. The County House is in Northiteld. It was not expected they would return until after midnight. Coroner Wood said that if, after the record examination, the jury thought that the identification was proved, the interment of the body would be postope ed and he would correspond with the French authorities.

MARINE INTELLIGENCE

EURITHES ... 5 05 | Numbers ... 5 51 | Moon sets..morn SHIP WATER-THIS DAY. Fandy Hook 11 07 | Gov Island 11 47 | Hell Gate ... 1 27

Arrived-Wansspar, April 23. Sa Teutonic, Irving, Liverpool, ba Devonia, traig (Lasgow, Sa St. Rougan, Campidell, Liverpool, Se Giendevon, Peterson, Streitz, Pa City of Atlanta, Pole, West Point, Va. Fa City of Atlanta, Pole, West Point, Va. Fa Cyril, Oliphant, Ma 203 be Cherokee, Hearso, Jacksonville,

Por later arrivalence first Page.

Sa France, from New York for London, signalled off he Litari.

Ne Majestic, from New York, at Vicenstown.

Se Ethiopia, from New York, at Moritie,

to lingta, from New York, at Hambier,

Se Tower Hill, from New York for London, off the Sa l'ersian Monarch, from New York, at London.

Sa Bothmin, from Queenstown for New York.

State of Texas, Fernancina THEORING STRANSHIPS

Due Tooling

Noordland..... Antwerp... Liverpool Liverpool Moville Ince Printey, April 25. Augusta Victoria Southamaion City of Richmond Queeratown Trave live met, Scandia Laftte Fauillac Chateau Laftte Fauillac Otherio Due asturens, april 24.
Hamburg.
Batterdam
Christiana Inc Sunday April 27. City of Rome Queenstown.

Business Blotices.

New Shapes IN GENTLEMEN'S HATE, superior and medium qualities; styles about user parfect; decide saving. McCANN'S 218 Bowers near Prince at

Barry's Tricopherous for the hair, renewa-The Baby is Always Ready for WAGNER'S INFANT FOOD.

M. cep's Bress Shirts made to measure, Sfor \$1. None letter at any price. Will and \$11 Broadway.

MARRIED. ABBEY-MEAD, -On Tuesday, April 22, at the

residence of the bride's parents, i West Soith at., by the Rev. Charles, L. Thompson, D. D., Edwin A., Athey and Mary Gertrude, daughter of Frederick Mead.

Alk MAN-DATTON,-At the Summer av M. L.

thurch by the Rey M. F. Bridges on Tuesday, April 1. Carrie Aldworth, daughter of Chas. A. Bayton, to Bubert open Altman, Jr. GRA4 IF.—SCHACE,—On Tuesday, April 22, at a o'clock by the fiew. Br. Henry Y Satteries of Calvary Church, Cenetance Elize, daughter of the late Otto Withelm Carletian Scheck, native of Copen baren, Denmark, and of Elizabeth here, Majarty

hagen, Denmark, and of Elizabeth Inez McCarty to Archibald Gracie, son of the late Gen. Archibald Gracie and of Josephine Mayo Gracie of New York. ELAMROTH-LANSE, -On Monday, April 21.

THOM PHON-TRACY, -On Monday, April 21, at 40 East 25th st. by the Rev. Philip Germond of Tarrytown on Hudson. Harriet Frances Tracy to

WULEE-MURRAY,-On Theaday, April 22, by the Rev. George Alexander, Anne Peyton, daughter of Bronson Murray, to C. Wickliffe Yules.

ATE EN .- On Tuesday, April 22, John Alken, in the 52d year of his age. Relatives and friends are invited to attend the funeral services on Friday at I.P. M. at his late residence,

740 East 184th st. Interment at Woodlawn, Car-

Finges in waiting at the house.

EARTER,—On Monday, April 21, at Cranford, N. J.,
Elizabeth Aldworth, Baxter,

ERADLEY,—On April 8, Mrs. Ellen F. Bradley, for-

BEADLET. On April 2, Mrs. Ellen F. Bradley, formerir realding here, at her home in Minneapolis,
Minn. aged 40 years.

CUREAN. On Monday, April 21, at her late residence, 331 West 19th at, Ellen C. Webb, widow of
Joseph Curran, in the 7th year of her age.

Funeral services at the Church of St. Francis Kavier,
West 16th 81, this morning at 10:30 o'clock. Interment in Greenwood

BONA LIDNON. On April 23, Robins Farrell, wife
of John Domalson.

of John Donaldson.

Funeral services at her late residence, 807 East 190th at, Friday evening 25th inst. at 8 o'clock.
BONNELLY... The month's mind of the late Right Nev. Mgr. Donneily, V. G., will be celebrated at the Church of St. Michael, West 32d st., to-day at 10

Reverend clergy, relatives and friends, also members of the Catholic Club, are respectfully invited to as

DW VER .-- Mrs. Mary Dwyer, at her late residence,

fill hast tilthet, aged in years.
Relatives and friends are invited to attend the funeral from Church of Holy Hesary, East 118th st., to-day at 10 o'clock.

EREET.—(in April 22, at New Rochelle, Sophie Ebert, wife of George Ebert, in the 78th year of her

age.
Funeral services at her late residence. Letand av.,
New Rochelle, on Friday at 3 F. M. New York and
New Haven Railroad train leaves Grand Central and

liariem River branch at 2 P. M. Carriages in FINK .- On April 22, William E. Fink, Sr., aged 54

Funeral services at Woodbridge, N. J., to-day at 2 o'clock P. M. Train via Pennsylvania Railroad at 12 octock P. M. Train via Pennsylvania Baliroad at 12 octock

FIN L. T.,—On April 18, at Montelair, N. J., Katie Wilcox, wife of Frederick W. Finlay, formerly of Newfoundland, aged 20 years, Funeral services will be held at the First Presbyterian Church, Montelair, to-day at 120 P. M.

FOR B.,—On Tuesday, April 22, Augustus Ford.

Funeral services at St. Paul's Church, corner Clinton and Carroll sta. Brooklyn, to day at 2 P. M. GRASSAM, -At his late residence 25 Cak at, Ar-

thur beloved son of Themas and Johanna Graham.

GRIFFIN - At the Rectory, 13 of st and Broadway. the Nev Jeremiah J. Griffin, paster of the Church of the Antonotation. Solamn requiem mass on Thursday, April 24, at 10:30

A M. Office of the dead will begin at 10 o'clock.
HACHENBERG,—in April 21, 1883, George Hachenterg aged all years. Helatives and friends of the family are respectfully

invited to attend his funeral from his late residence, 270 East 45th 8t. at 1 30 F M on Thursday.

HA I.F.TT, -On the 22d inst., of meanmonia, Adella Cathell, widow of John II Hallett, aged 77 years.

Funeral services will be held at the residence of her

son in law, Gen. Emmons Clark, 50 hast 67th at, this (Thursday) afternoon at 1 o'clock. Please omit HAWKINS,-On April 22, Phoba Ann Hawkins, wife of Parmenas J. Hawkins.
Funeral services to be held at her late residence, 103
Noble at Brioklyn, E. D., this evening at Solelock.
M.E.S., E.L., At Catakill, N. J. Henry E., infant son of

Funeral private.

MARTIN, On the 22d inst. at Little Palls, N. J.,
Lydia L., widow of William S. Martin, aged 73 years. Funeral from her late residence, Little Falls, N. J., on

Henry A. and Myra hessel, aged 8 months.

Friday at 11 A. M. Interment at Mount Hebron.

McC U.I.O CGPR,—On Tuesday, April 22, Maria
Theresa Asten, beloved wife of Alexander McCullough. Interment this morning Mc H R D F. -On April 21, at his late residence, 1,179
2d av., Michael Kirk McBride, aged 60 years 1 month

and 4 days
Funeral services at St. Vincent Ferrer's Church at 10 o'clock on Thursday. Relatives and friends invited.
Interment in Calvary Cometery.
MORRELL.—On April 22, at the residence of her neptiew, Joseph Hanson, 124 Washington M., New-ark, N. J., Sarah A., daughter of the late Dr. Ira condit of New Brunswick, and widow of Lewis A.

Norrell ROBINSON,-On Monday, April 21, at his late residesce, if King st., bear Robinson, aged in years, Members of the Tainmany Society and Exempt Fire-men are requested to attend his funeral on Thursday at 11 o'clock, from St. Ambrose Church, corner Prince and Thompson ats. REGNAULT, Suddenly, Philip J. Regnault, in the

th year of his age. SHORROCK,-On Monday, April 21, at Grace rectory, West Farms, New York city, John H. Shorronk, and di years.
Funeral to day at 2 P. M. from Grace Church, West SMITTIE, -On Tuesday, April 22, at Roselle, N. J., of

heart failure, liattle E , only daughter of Horace B. and Sarah A. Smith, in the 19th year of her age. STERBINS, - April 22, at Danbury, Conn., Samuel Funeral to day at 1 o'clock P. M. from the residence

of John B. Sicho a. Lap., Danbury.
W. A. I. DRON ... On April 21, in this city, after a short ilinesa Col. Samuel J. Waldron.

Funera services at his late residence, 122 East 113th st. this evening at so clock. Interment at conven

ience of the family.

WENTERVELT.-On Tuesday, April 23, at New Brighton S L. Haunah Elisaworth, relief of Dr. John S. Westervelt in the 87th year of her age.

The faneral will take place from St. John's Church, clitton S. L. to day at 2 P. M. Carriages will be in attendance at clifton station to meet the boat leaving Whitehad st. New York, at 1 P. M. Please omit

WILLIAMS, -On April 22 George H. Williams, son of John T. Williams aget 42 years. Funeral to day at 2 P. M. from residence of his father, 1 434 Atlantic av. Brooklyn. Relatives and friends WOODE UFF.-On Tuesday, April 22, at atlantic

City frene fall, the eldest daughter of Arthu. D. and Euretta Dayton Woodruff. Fineral to day at Washington, Conn.

Special Motices.

MRS. WINSLOW'S SOOTHING SYRUP Law been tred for over (167) Means by Millions of ECTMURS for their CHILDREN WHILE TRETHING with IEMPRITS SLOCKS. IN SOUTHES the CHILD, ELITENS the GUDS ALLANS AT PAIN, CUITES WIND COLD, and is the best remedy for DIABBRICA. Bold by dispute in every part of the world. No. a bottle. COB LIVER OIL, "CASWELL MASSEY A CO."S IMPLISHED OF THE LIVE OIL WITH PRISE and Qua-nice is presented by Easting Physicians to all others for neural ing properties and easy absorption. All druggians (ARPETS (I.FANEB by my steam processes. Taken up and relaid 1008 J. STEWART, 1384 Broadway N.Y. Branch cur. 5th and Erie, Jersey City.

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at the residence of the brides parents by the Rev.

V. Buermeyer, Dora daughter of J. Henry Longs to
Albert Riamonh. Jr., both of the city

MYERS—ANDFRESON.—In April 17, at the
Church of the Holy Sept chre in New York city.
Land Mellowal Anderson designer of John Wayns
Anderson to James Fairlis the ber Myers.

PURDY—MILLER,—on Monday, April 21, at the
residence of the brides parents by the Rev.

PURDY—MILLER,—on Monday, April 21, at the
residence of the brides parents by the Rev.

This west Pril at

Seeming fur business questions and esting for
business April 22, appreciate foundry heights to
Chip, die and electric challenges to
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